MOTOR RACING

and

ECONOMY CAR NEWS

5th Year – No. 7 Culver City, Calif. Feb. 5-12, 1960

(Published bi-weekly except last issue of calendar year) 25c

MERCEDES-BENZ----Amazing describes the performance of the 220 SE sedan model of the German car in the world's most famous rally---the 29th annual Monte Carlo. At top, winners Rolf Moll (left) and Walter Schock flank the Mercedes car. Mercedes also took second, third and fifth, winning team and contructeurs' awards. Bottom, from left, the first three German teams: Eberhard Mahle, Hermann Socher, Walter Schock, Eugen Bohringer, Rolf Moll and Roland Ott. Germany is on the march again!

Mercedes-Benz Sweeps Monte Carlo Rally

MOTORACING Photo by W. R. C. Shedenhelm
BOB DRAKE
Palm Springs Winner

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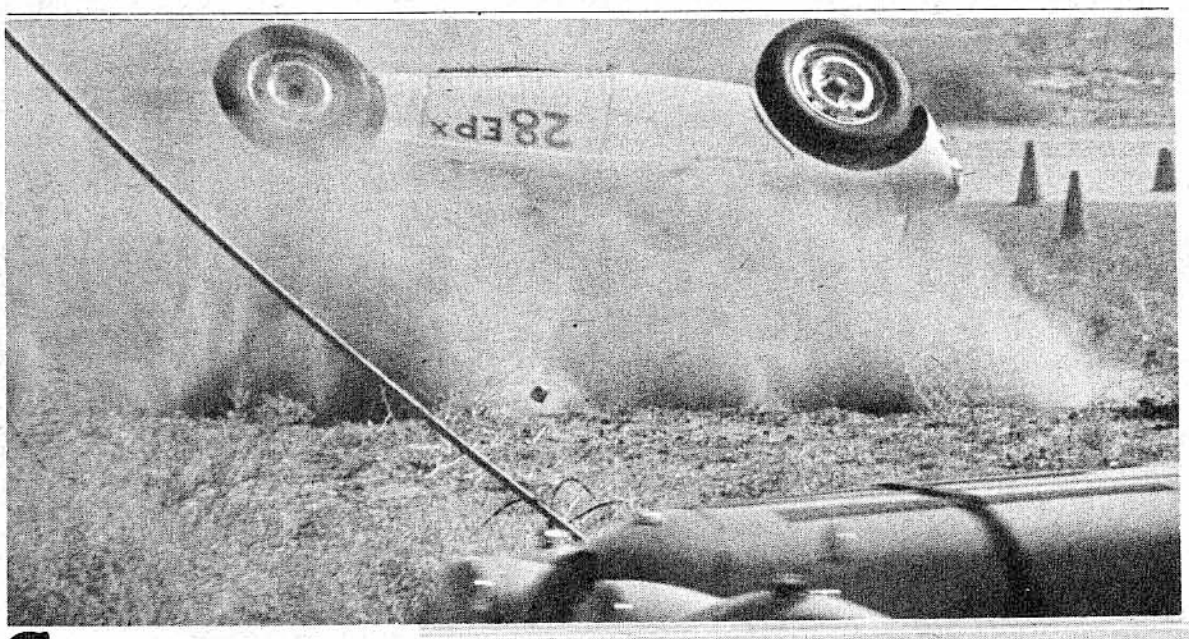
MOTORACING Photo by Henry N. Manney III
CLIFF ALLISON
Co-Driver with Hill

Hill-Allison Triumph in B. A.



Ginther Second; Blanchard Killed

BY RAMON SIXTA
Special to MOTORACING

BUENOS AIRES, Argentina, Jan. 31—For the second straight time, Phil Hill, of Santa Monica, Calif., America's No. 1 road racing driver, won the 1000-kilometer (621.3 mi.) Grand Prix of Argentina sports car race. Briton Cliff Allison co-drove with Hill in the factory Ferrari 3000.

The race was marred by an accident in the early stages which claimed the life of a Belgian driver from Greenwich, Conn., Harry Blanchard. He was driving a Porsche.

Hill and Allison covered the 106 laps at an average speed of 99.42-mph. Their time was 6h17m12s.

Second were Richie Ginther, Granada Hills, Calif., and Wolfgang von Trips of Germany, also driving a factory Ferrari 3000. Their time was 6h17m42s for 105 laps.

Photo by Cliff Emmich

PHIL HILL
Repeats at Buenos Aires

Car Overturns

Blanchard, who raced under the US colors in the US FI Grand Prix last December at Sebring and finished seventh, was killed when his car flipped on the first lap.

According to witnesses, he was making a sharp turn from the Airdrome course into General Paz Blvd., which formed part of the

(Continued on Page 2)

Germans Plaster Rivals

MONTE CARLO, Monaco, Jan. 23—The Germans took it all in the world's most famous rally, the 29th annual Monte Carlo.

It was Mercedes-Benz, and the smart boys said this was just an indicator of what Germany is planning—in both rallying and racing. Rumors are rife that Mercedes returns to Grand Prix racing in 1961.

It was the first time that any marque has won all first three places.

The winners were Walter Schock and Rolf Moll of the Motor Sport Club of Stuttgart. They were in a 220 SE Mercedes Benz and had only 110 penalty points.

Second and third were Eugen Bohinger-Hermann Socher, 298, and Roland Ott-Eberhard Mahle, 650. These teams and the fifth-placing team were starters from Warsaw. They drove 2262 miles.

They won not only overall honors but the team prize and the Prix des Constructeurs.

Rugged Conditions

Conditions throughout the rally were extremely hazardous.

The Mercedes-Benz cars were all fuel-injected.

A total of 298 cars started from nine European cities. Arrivals here totalled 152.

Schock, 35, from Stuttgart, who runs a fruit imort business, and co-driver, the engineer Rolf Moll, 31, placed second in the 1956 Monte Carlo Rally and won the European rally championship in a Mercedes-Benz the same year.

Pat Moss and Ann Wisdom of Britain won the Coupe de Dames in an Austin A40; they were seventeenth in the general classification.

Knew Every Bend

Six Mercedes, with complete teams of drivers, navigators, mechanics and competition manager, have been on the Riviera since late November. The cars have been out day and night on the 180-mile circuit in the Alps, two laps of which forms the final test. When this began at midnight on Friday, the German team knew every bend and corner.

They knew, too, how to drive in

(Continued on Page 2)

Vignettes

By Gus V. Vignolle

- UNHAPPY PILOTS
- STUPID, HE SAYS
- VALIANTS SCORE

"There are two classes of human beings in the world — the useful and the useless." — ARTHUR BRISBANE.

"There are two classes of human beings in U.S. sports car racing — the cheaters and the non-cheaters." —HENRY N. MANNEY III.

THE LOT of the production car driver under the jurisdiction of the rootin'-tootin' San Francisco region of SCCA has cast him in a steaming vortex.

He feels he belongs to the best and most progressive region of SCCA in America and environs. Alas, he is sorry for the umbilical connection with Westport, and, in the quiet of the night, prays that some day it will be severed.

But he is unhappy with the new SF rules because he feels that in the long run they will not do much good, i.e., to the production car driver.

Actually, they will neither help equalize things nor make for any more "honest" production car racing than before.

There is the feeling being shared more and more that this SS

(Continued on Page 3)

PALM SPRINGS ACTION — In top photo, Austin-Healey driven by Ray Barlow flips during practice at LA SCCA races. He was uninjured. Center: Bill Dobles two-wheels his Fiat Abarth through turn 9. He did NOT flip. Lower: It looked wobbly here, too, for Bill Watkins' MG, but he stayed upright. (Photos by George Robitschek).

IN THE NEWS

COOPERS KEEP WINNING

CHRISTCHURCH, New Zealand, Jan. 23—World road driving champion Jack Brabham, of Australia, today drove a Cooper-Climax to victory in the 150-mile Lady Wigram Trophy race. He averaged 90mph.

Brabham topped the 89.18mph record set last year. The popular Australian grabbed the lead at the start and held it until the finish.

CHRISTCHURCH, New Zealand, an. 30—Driving a Cooper-Climax, Sid Jensen today scored a victory in the Dunedin Festival international road race. He won by half a lap.

The Los Angeles Examiner and Los Angeles Herald Express, in cooperation with the California Sports Car Club, will sponsor their second annual international sports car race April 2 and 3.

This race, however, will not be held at the Pomona fairgrounds, where facilities proved inadequate last year, but at the Riverside Raceway.

Some $20,000 will be up in prize

(Continued on Page 3)

Valiants in Top Showing

DAYTONA BEACH, Fla., Jan. 31—Two victories each were scored here today by Marvin Panch and Ed Rahal. Panch won both compact car races in a souped-up Valiant (Chrysler). Rahal won two sports car races in a D-Jaguar.

Panch averaged 88.134mph for a 10-lapper, and 122.282mph for a 20-lapper. Rahal averaged 96.061mph for a 12-lapper. He also won a 1-lap LeMans start tryout.

Valiant also figured in the women's race, won by Barbara Bundy, and Cotton Owens took a 45-mile race for late model stocks in a 1960 Pontiac, averaging 149.892mph.

Fantastic German Victory

(Continued from Page 1)

order to pass the known and the unknown time controls as nearly dead on time as was humanly possible. Heavy penalties are imposed for the smallest error in timing, on a fixed speed schedule, at these controls.

The winners lost only 30 points on this run. The second team, Eugen Bohringer and Hermann Socher, lost only 108 points. Only 12 competitors were penalized less than 1,000 points on the final trial. The average of points lost was near 2,500.

Fourth, taken by the Sunbeam Rapier of Peter Harper of Coventry and Raymond Baxter was a remarkable achievement. They started the final test with 90 penalties for time lost when Baxter, faced with truck lying across the road, slid off the road. But they lost only 659 points on the final test, and pulled up from 20 place, their position on arrival at Monte Carlo, to fourth.

Baxter suffers from mountain sickness. He was very sick after six hours of the 12½-hour mountain course, but gamely navigated his driver to the finish.

Top Femme Team

Pat Moss and Ann Wisdom, who had previously lost 330 points, ran through the 360-mile night trial with the loss of only 872 points. Their Coupe des Dames was the first victory this year to count towards the Women's European Rally Championship, which they won last year.

Don Delling, Bethel, Conn., and William Dodd, Amherst, Ohio, finished 47th with 2,627 penalty points in a Volvo. They were the only United States entry to finish.

		penalties
1.	Schock/Moll (Stuttgart) Mercedes-Benz 220 SE	110
2.	Bohringer/Socher (Stuttgart) Mercedes-Benz 220 SE	298
3.	Ott/Mahle (Waiblingen/Stuttgart) Mercedes-Benz 220 SE	650
4.	Harper/Baxter (England) Sunbeam	749
5.	Tak/Swaab (Holland) Mercedes-Benz 220 SE	754
6.	Sutcliffe/Crabtree (England) Ford	815
7.	Lier/Walter (Schweiz) Sunbeam	844
8.	Quilico/Michot (Frankreich) Auto Union 1000	863
9.	Bremer/Vainole (Finland) Saab	880
10.	Marang/Badoche (Frankreich) Citroen	928

Harmer Heads MOTORACING Valley Office

The fantastic growth of the rich San Fernando Valley has resulted in MOTORACING opening an office at 13451 Ventura Blvd., Sherman Oaks. The phone number is STate 8-0823. In charge of display advertising, subscriptions and editorial matters is Bill Harmer, associated with MOTORACING during its early stages.

Maslin Elected By San Diego Region

SAN DIEGO, Feb. 3—San Diego Region of SCCA, in a brief communique, announced results of its recent election of officers for 1960 as follows:

Regional executive, Don Maslin; assistant regional executive, Lou Knapik; secretary, George Sutton, and treasurer, John Butcher.

LETTERS to the EDITOR

A CHEER FOR ALEC

. . . When reading the Jan. 8-15 issue of MOTORACING, I noted a photograph of the Weltrekordwagen T80 which your staff writer states he viewed in the "Mercedes-Benz factory in Germany." I have seen this Weltrekordwagen in the Daimler-Benz factory museum in Stuttgart. I do not believe there is a Mercedes-Benz factory; Mercedes is the name of a car manufactured by Daimler-Benz. Please do not think I am too critical as it only goes to show I read your publication with interest.

Your editorial "Let's Get Out of Sebring" was indeed a shock to me as Alec Ulmann more than anyone else is responsible for international sports car racing in this country. In fact, I recall the first few sports car races he put on at Sebring which attracted European manufacturers and drivers and the apparent struggles he must have had in carrying out the idea he had conceived of bringing international sports car racing to this country.

No doubt he chose Sebring as he judged it to be a good layout for the particular kind of races he had in mind and I understand he has a background of experience which qualifies him to make such decisions. Without a doubt, a multi-million dollar race course might have better suited his needs but it would have been most unusual even if he could have afforded to build such a layout when pioneering an idea. Now he is probably going through the same struggles in promoting U.S. Grand Prix racing and who but Alec Ulmann put on the first U.S. Grand Prix?

Let's give the man his due credit. I like international sports car and Grand Prix racing and am naturally appreciative of this man's efforts. I know of no one in your state of California who has done as much to attract international racing in the U.S.

I also read "Auto Sport" and cannot understand their Mr. Martin giving Sebring the "harpoon." I regularly attend Grand Prix racing in England and, frankly, I cannot see much difference in accommodations around Silverstone and Sebring, nor much difference in the layout and conditions of the course. They are both old airfields.

On my last visit to the race at Silverstone I recall having to drive 30 miles to Banbury to find a fleabag hotel. If you or Mr. Martin were dissatisfied with hotel accommodations and food at Sebring, I recommend strongly that you do not attend a Grand Prix race at Silverstone or LeMans, France, where another popular international race is held each year.

My best wishes to you for a successful MOTORACING.

WILBER JONES
High Point, N. C.

WE GET AROUND

I am amazed at the way MOTORACING gets around. You had just a little item about the citizens' band transceivers being suitable for communications at sports car races. I have been flooded with calls and letters, and race officials are considering this medium for future use. Thank you.

MARVIN REICHLER
Northridge, Calif.

MEADOWDALE BID

WOULD VERY MUCH LIKE TO HAVE GRAND PRIX RACE AT MEADOWDALE. HAVE ALREADY REQUESTED SIMILAR TYPE RACE THROUGH UNITED STATES AUTO CLUB. REGARDS.

BOB HALAT,
Track Director
Meadowdale Raceway
Carpentersville, Ill.

EDITOR'S NOTE—This telegram was in response to MOTORACING's all-out campaign to get America's top road races out of sub-zero Sebring, Fla.

TECATE, HERE WE COME

. . . In setting up recent events for the La Jolla Sports Car Club I have been in close contact with the people of Tecate, Mexico. As perhaps you are aware this town has had a couple of real hairy street races for the motorcycle boys—the last one had over 200 cycles, used the main street and town square. This was last October or thereabouts. Another one of the same is planned for March. Don't miss it if you want to see real racing, two wheels or not.

This Tecate is an odd town. Unfortunately for their economic well-being the border locks up at 6 p. m. and the American tourist dollar is not left behind in large amounts. They have a very on the ball fellow named Pete Santana who cooperates much more than anyone would expect in any and all motor events. You want trophies? He supplies some. Advertising? Same. Bulldoze a hill for a climb? Yes sir. Plus this—this town has official permission from Mexico City all signed and delivered to allow speed events on the streets including Mexico Route 2 (the highway from Tijuana to Mexicali and beyond). In other words—they can have a real through the streets road race complete with Mexican Army for crowd control for the the sports car, the cycle or even the Go-Kart and this outfit is planning one after the recent couple of international events they've had at the airport. Incidentally, this airport is only .5 miles long and about 100 feet wide and I have never before seen one that ran up hill for 2/3 of the way and down for the other 1/3. So, no place for a Grand Prix.

Therefore, if you have anyone looking for a Put In Bay type of operation—here it is. San Diego being as it is, there'll never be a sponsor for anything of this caliber emerge here.

FRED CLOSSON
La Mesa, Calif.

RIVERSIDE ON BALL

We have been negotiating with Alec Ulmann's local representative since December (before the US Grand Prix) on the possible moving of the Formula I race from Sebring to Riverside Intl. Raceway for 1960.

If we are successful in this endeavor and the FI attendance is impressive, we then will strive to bring the 12-hour endurance sports car classic here.

However, if none of our plans bear fruit, then we'll attempt negotiations with FIA to stage another Formula I race at Riverside.

From the standpoint of weather conditions, we cannot understand how any course in the US other than Riverside and, possibly, Daytona Beach can be considered for a winter race.

One of our primary objectives right now is to bring international racing to Riverside.

DEAN MEARS
Riverside Intl. Raceway
Riverside, Calif.

BEATNIKS BLASTED

Said a gumshoe spy after living with Beatniks for five months in San Francisco: "For my money, they're dirty, they're lazy, they're bums and they're crooks."

Ford Threatens Imports

By MARGUERITE COOK
MOTORACING Staff Writer

To the surprise of no one but manufacturers of the standard Detroit marques. the new American compacts are proving an immediate success with the American public. Already 1960 automobile production in this country is running 90,000 units ahead of 1959.

Statistics Show

Most of this increase is due to compact cars. The Ford Falcon, Chevrolet Corvair and Chrysler Valiant accounted for 70,000 assemblies in the first three weeks of the year.

Ford Motor Co. is even said to be readying for unveiling in 1961 a really small four cylinder car to meet head-on, as none of the so-called American compacts have so far, competition from Germany's Volkswagen and France's Renault Dauphine.

Up to now, Detroit manufacturers have insisted they couldn't produce a car to sell at $1,700 and $1,800, as this projected model would, because of high labor costs.

Ford Penny Pinching

Ford is said to be challenging this contention with "a combination of engineering and management ingenuity, innovations in design, economies of tooling and machine production and ruthless penny pinching in cost control," according to the conservative business-slanted magazine, "U. S. News & World Report."

It is significant that the part the foreign auto manufacturers have played in forcing Detroit auto makers to produce cheaper cars is still being under-played; and that foreign manufacturers themselves express "scepticism" over Ford's plan to compete with them in their own bailiwick.

Indications are, however, that foreign manufacturers will still have ample opportunity to continue their hold on the affection of the American auto buying public; for most of the new "compacts" to be introduced by American manufacturers in the near future, are larger and more expensive than those already on the market.

Just about the only old - line manufacturers not having to worry about compacts and foreign economy imports are the manufacturers of cars in the $5,000 price range. Buyers of Imperials, Cadillacs, Lincolns, Rolls-Royces, Bentleys and Mercedes-Benzes, evidently just aren't the kind of people to worry about having to get 30 miles to the gallon.

★ ★

Red Hot Valiant

Even better proof that the American compact has arrived is the horsepower race now at full speed. Chevrolet was first to offer an optional power pack, boosting the horsepower of the Corvair from 80 to 95. Next came Ford's offer of an optional 100hp engine for the 90hp now in the Falcon. Chrysler then offered a 148hp for its Valiant, already the most powerful compact with 101hp among the big three.

As a result, Valiant, an also-ran in the compact car races at Sebring, Fla., swept the field at the Daytona Beach Speedway races Jan. 31.

Rambler offers its American six, with 90hp, the Rambler six with 127 and the Rambler 8 with 200. The Lark offers 90hp in its six-cylinder engine and 180 in its V-8.

★ ★

Romney For Prexy?

George Romney, president of American Motors Corp., the American most responsible for leading domestic auto buyers out of a chrome-plated wilderness, has denied he's a candidate for president.

★ ★

The official car of the 1960 Winter Olympics will be a French compact. This is Renault, and some 100 of its cars will be on hand for use by competing athletes, officials and the press.

Pace cars, supplied by the John Green Corp., So. Calif. Renault distributor, will lead the way for the Torch Relay Team that will run the lighted Olymic torch from the Los Angeles Coliseum to Squaw Valley. The first runner was scheduled to leave the Coliseum at 9 a.m. Monday, Feb. 1. The Torch will arrive at the site of the games Feb. 17. It will be carried by some 1000 high school boys from cities along the route.

Renault Inc. will also pick up the tab for the CBS coverage of the 11-day Eighth Winter Olympics. Telecasting is to begin Feb. 18.

★ ★

Belgium Show

Among Austin cars displayed at the Brussels, Belgium Motor Show, concluded Jan. 27, was the recently announced A.40 Countryman, the Austin 7 or "850", the A.55 Cambridge and the A.99 Westeminster.

★ ★

A So. California parts and service headquarters for Fiat has been opened at 7800 Lemona Ave., Van Nuys. It will carry a $500,000 inventory of parts and encompasses 36,000 sq. ft. of warehouse and office space.

The establishment will house a training school employing instructors from the Fiat plant in Turin, Italy. They will hold classes for mechanics employed by So. Calif., dealers.

Some 25 employees are now being directed by Fabio Santori, Fiat West Coast service director.

★ ★

Lethal Booze

"She came in twice a week for two fifths of Whisky. She died." Bartender at Barr's place, Compton,

Moss Signs For Cuban Grand Prix

NASSAU, Bahamas, Jan. 25—Stirling Moss signed today to race in the Havana Gran Premio races from Feb. 22 to 28. Kenneth Coleman, coordinator of the races for the Cuban Automobile Club, flew here to get the Britisher's name on the dotted line.

McLaren On Top!

BUENOS AIRES, Feb. 7 - New Zealand's Bruce McLaren, 22, won his second straight F1 race here today--the Argentine Grand Prix--in a Cooper-Climax. It was the first F1 race of the year. He won the '59 finale (US GP) at Sebring last December.

He took the lead in the closing stages of the 195-mi. race, and his time was 2h17m49.5s. He averaged 84.613mph.

Next came Cliff Allison, GB, Ferrari, 2:18:16.8, and Maurice Trintignant, France, Cooper-Climax, 2:18:26.4.

Phil Hill, Santa Monica, Calif., Ferrari, was 10th, completing 76 of 80 laps. His time was 2:18:45.3. Only 13 out of 22 cars finished.

ARGENTINA RACE

(Continued from Page 1)

circuit, when his Porsche was sideswiped by another Porsche driven by Henri Walter, Swiss pilot. The cars caromed apart. Blanchard's overturned. Walter was hospitalized with neck injuries.

Race officials denied the two cars sideswiped each other.

Hill and the late Peter Collins won this race when it was last held in 1958.

Gurney Leader

Early leaders were Dan Gurney, Riverside, Calif., former Ferrari team driver, and Masten Gregory, Kansas City, in one of the new lightweight Maserati 2800s.

Gurney set a lap record for the course of (9 1-2 km.-5.9 mi.) of 3m22.4s, or 104.50mph, in the 22nd tour.

But Gurney-Gregory were forced out on the 57th lap with gearbox and shock absorber woes.

The winners took the lead on the 37th lap, later lost it to von Trips, but forged back in front again to win.

Hill was quoted as saying: "We set our own pace according to what our car would take and were confident that eventually we would take the lead."

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• Vignettes

BY GUS V. VIGNOLLE

UNHAPPINESS OVER SF PRODUCTION CAR RULES

(Continued from Page 1)

(showroom stock) category cannot be met by a single car that has raced before—nor by more than a few per cent of the brand-new novices, either.

COPY CAL CLUB

Now, the GT category is a direct copy of the Cal Club regulations, which makes it just sweet for them, but means that the SF region boys of SCCA will be giving the machine shops lots of business and keeping the mails smoking to Iskenderian.

But the big beef doesn't seem to be with the GT arrangement especially; rather, it is with the class breaks. It will be as it was a few years ago—the Bristols will win all by themselves in their category; ditto the Carreras; ditto the 300SLs (unless someone comes up with a Berlinetta).

There is reason to believe there will be no more closely-matched

DOUGLAS

PARRAVANO

nip-and-tuck races such as we've had for the past two years, where certain cars were moved together on the basis of expected performance.

The reply given to questions on this is: "Why should we **penalize** a **manufacturer** for a good design? This will stimulate the other manufacturers to improve their products!"

Are we to assume that Triumph, Healey, Morgan, etc, will break their necks racing to the drawing boards to build twin-cam models just because the SF region has put on the heat? In a pig's eye!

THE PHARAOHS

They fear San Francisco isn't going to gain. And they're not hopeful on another count, namely the perpetual antagonism that exists between the SF region and the Westport Pharaohs.

Certainly, there is a mass of ineptness and dim-witted thinking among the Pharaohs within the cloistered Westport Ivory Towers, but still it takes two to tango.

Personally, I'm not certain it's all one-sided. I'm amday sure of one thing—San Francisco would have a far better chance of decent relations with the rest of SCCA over the nation than it would EVER hope to have a workable arrangement with the Cal Club.

It is my firm belief that the northern laddies who think that they can do business with CSCC have the same philosophy as the little Englishman with the umbrella who came back from visiting Hitler, saying: "Peace in our time."

One could philosophize as to the way road racing is changing — and as to whether it's good or bad, I don't know, really — but changing it is.

But I do know that it appears less and less a game for the little fellow who lacks either factory support or a helluva bankroll. . . but then this is true in lots of things, yes?

★ ★

STUPID EVENT

EFFLUVIA, ETC — I almost split an uttgay laughing when I came across the following by Olivier Gendebien, the Belgian Grand Prix race driver: "The Monte Carlo rally is the world's most stupid event. The winner is the man who knows the rule book best.". . . Well, my dear Signor Tagliarini, how'd you like the way the poor, innocent Chrysler Valiants loaded up on those power kits and blasted the hell out of all the compacts at Daytona last Sunday? You know, they didn't even have a Valiant entry in the 6-hr. compact race at Continental Divide Raceway near Denver. And at Sebring the best Valiant finished 9th, another took 12th. But the Chrysler boys weren't out for a short cerveza when they were passing out the brains. It took a little time, and when they did trip-hammer the opposition into bits, they did it before a national TV audience. What a magnificent stroke for sales, a little something that is just a trifle more than of passing interest to the paisanos in this automobile biz. . . si o no?

MARGINAL NOTES—Our old Hawaii compatriot, Steve Da Costa, should have stood in California instead of going back to NY to become eastern editorial majordomo for SPORTS CAR GRAPHIC and MOTOR TREND.

The other day, walking along bothering nobody, he slipped on the icy street and threw his shoulder out of place.

This happened as he was leaving a party given by the Cubans who are trying to stir up interest in their forthcoming Havana Speed Week, Feb. 22-28.

CUBAN GUNS

A peppery, volatile Cuban, addressing the motoring press, said the scribes would have no travel worries. "You should have no fear whatsoever," he drooled. "You will land peacefully in Havana. Customs will go through your baggage to see if you are bringing in any guns. If you have no guns, our customs officials will give you one! There is nothing to fear, my dear gentlemen."

ENTRE NOUS — Writes **Josh Hogue** in the San Francisco Chronicle: "With all the beefs coming out from press people and participants regarding the lousy accommodations, etc., etc., etc., at the Grand Prix races in Sebring, Fla., why doesn't someone start a campaign to get this FIA Intl. event moved to Laguna Seca or Riverside? Why not in 1961 if Laguna Seca qualifies for FIA Intl. status after attaining FIA Natl. registration this year?" Josh's regional pride is understandable, but if Sebring gets the clout, the logical spot, from standpoint of course size and facilities for the peasants, is Riverside Raceway. And I don't have a piece of Riverside, and certainly prefer the scenery (and that's about all) around Monterey, Calif . . .

REMEMBER PARRAVANO?

ETC. — The Jack Douglas who is drawing raves for the book, "My Brother Was an Only Child," is the same **Jack Douglas** who was racing a D-Jag around here a few semesters ago. Now he's busy writing and making lotsa kopecks . . . The rumble is that **Tony Parravano** soon will be squared with Tio Samuel and will be back in these precincts from Old Mexico. I once eyeballed close to a half-million $ worth of sports, gran tourismo and formula cars, uncrated Ferrari and Maserati engines, hundreds of unwrapped racing tires, and other goodies in the little Italian's Inglewood backyard. Whatever happened to that stuff, Tony?

BUSY AUTOSPORT

A shop buzzing with racing activity is Autosport, out Redondo Beach way, where busy **Dick Rydel** took over a full partner in **Ray Pickering,** the top Torrance driver who soon'll be going at Sebring. The pair are expanding operations, opening new service and body shop divisions. This is the only real active racing shop in the area.

A number of cars from there race — Rydel's Lotus XI and a Fiat 600 Spl. made in the back room and changed to a 750, Fiat Crosleys of **Chuck Gounis, John Donaldson** and **Don Miller** (who also turned out a similar spl. for **Jack Sparks),** ace mechanic **Dave Addison's** MG TC, **Dennis McCosh's** Sprite, **Ed Rawlinson's** Sprite, and **Pickering's** MG - A, Lotus and Sprite.

MOSS RIPS FIA

LONDON, Feb. 3 — "Federation Internationale de l' Automobile, ruling authority for motor-racing, is inefficient."

This charge has been made by famed driver Stirling Moss in a detailed report blasting FIA. The report said publicly what Moss has been saying privately for many months.

Moss hopes bringing his criticisms into the open will eventually lead to long overdue improvements in the FIA.

He said in the report that the Commission Sportive Internationale, one of the Federation's major subcommittees, is not representative. Switzerland, which has banned motoracing, has an equal vote with England, Italy and America, the sport's mainstays.

Lack Knowledge

Delegates were not elected by drivers, manufacturers or circuit owners, who had no say in the running of motor-racing. As an example of the delegates' lack of expert knowledge he points out that the new Grand Prix formula, which starts in 1961, calls for batteries to be carried in cars.

He cannot think of "a more dangerous or less necessary piece of equipment." If a car overturned, the battery would invariably break loose and short-circuit, with the great risk of fire.

Comment Held Up

An R. A. C. spokesman said: "We can make no comment until Stirling Moss's criticisms have been studied by an appropriate committee. Many of he points have been raised before, and discussed by the British Racing Drivers' Club and racing clubs abroad."

In the News

(Continued from Page 1)

money. The race is FIA and U.S. Auto Club sanctioned.

ROOTES STRIKE

LONDON — Some 9,000 car workers were out of work last week because of an unofficial strike of 132 men. The strikers are materials handlers at Rootes Group's subsidiary, British Light Steel Pressings, Acton.

The company has stood off about 6,000 workers in Coventry and London as supplies of components have been used up. A further 8,000, practically all the remaining production workers at Coventry, Luton and Dunstable, also were expected to be idle.

In addition, 3,000 employees of the Pressed Steel Co. at Cowley, Oxford, are out of work because Rootes does not need their output of Humber and Hillman car bodies. The Acton factory makes a wide range of essential pressings for cars and commercial vehicles.

The Amalgamated Engineering Union has tried in vain to secure a return to work.

Willow Springs Duel

A terrific duel looms at the Cal Club's Feb. 13-14 Willow Springs races between Eric Hauser's "Old Yeller" Hauser-Larkin Special, and one of the new 2.8 "Birdcage" Maseratis.

Hauser said it was possible Dean Mears, new owner of the Riverside race course, may drive Old Yeller. Mears will drive, Hauser said, if the gearbix trouble that eliminated the popular Corvette-powered special at Palm Springs could be remedied in time to let Mears get in some practice laps prior to race time. As at Palm Springs, restaurant owner Bob Drake will be handling the super lightweight Maserati.....

The 2-mile, 9-turn Willow Springs course, located in the Antelope Valley north of Lancaster and about 9 miles west of Rosamond, will also see grand prix motorcycles sharing the spotlight with the sports cars during the Valentine's Day program. Racing begins at 11 both days.

ON THE SEASONAL SIDE . . .

Racing gear, rallying equipment, Concours Specialities, or motoring accessories — plus ski racks and tire chains for that week - end at Big Bear — daily through Saturday, 9:00 to 6:00, and Fridays 'til 9:00 it's at

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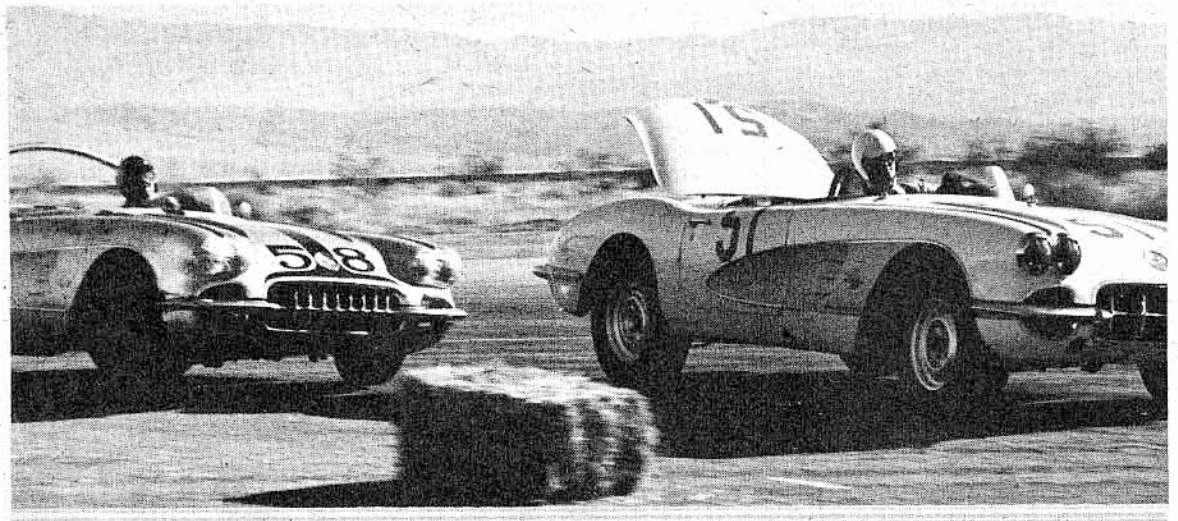
AT PALM SPRINGS, Max Balchowsky (No. 70) spins in front of Eric Hauser (No. 1). Hidden behind Hauser is winner of race, Bob Drake, while rounding turn is No. 181, Bill Krause (Photo by George Robitschek).



GREATEST SPA race was the Corvette duel. Top: Bob Bondurant's trunk lid flies open, and (bottom) spare wheel rolls through turn 9. All cars managed to avoid it. Car No. 67 is Gary Yamota's Mercedes. (Photos by James La Tourette and George Robitschek).

WHEN HIS little scooter slipped under him, Photog Jack Brady suffered broken ankle inside turn 7 at Palm Springs. (Photo by Manuel Otumba).

Drake Wins At Palm Springs

By W. R.C. SHEDENHELM
MOTORACING Staff Writer

PALM SPRINGS, Jan. 24 — Bob Drake, popular owner of the Grand Prix Restaurant, won today's main event here with one of the best exhibitions of driving seen on the West Coast for a long time. Drake, in Joe Lubin's new 2.8 liter "Birdcage" Maserati, was far outclassed in cubic inches, but not in driving skill. He averaged 80.99 mph for the 44-mile Sportscar race.

Some 9000 fans were on hand.

First off the starting grid was Max Blachowsky, in "Ole Yeller Mk. II," with Drake and Eric Hauser in "Ole Yeller Mk I" (renamed the Larkin-Hauser Special) right behind. Down the back straight it was Balchowsky, Hauser, Billy Krause (Chevy-Mercedes) and Drake.

Max Loses It

On the turn at the end of the back straight Balchowsky lost it and Hauser moved into the lead. Drake was working his way through the bigger bore cars but did a quick spin on the 6th. With the sensational handling and braking of the light 2.8 Maserati, and Drake's steady and heady driving, he worked his way through the bigger cars, finally zooping by Hauser on the 16th lap of the 20-lap event, to post his first major win in several years.

With Hauser dropping out with brake and transmission troubles, and Balchowsky out with shredded re-caps, the finishing order was Drake, 33 seconds ahead of Krause, with Jim Connors, in a Lister-Chevy, more than a minute behind the leader.

Top Corvette Duel

"The big car production race was a tight duel from start to finish, with Bob Bondurant, Vince Mayell and Tony Settember, all in Corvettes, playing a tight game of "who'll back off first" for the entire 10 laps. Down the back chute, on the last lap, it was Settember leading out of the sweeper, bobbling a bit, with Bondurant moving up alongside him. It was the classic hub to hub race into the turn at the end of the straight, with Bondurant on the inside and Settember on the outside. At the last second Settember decided that survival was the better part of valor and went up the escape road.

Bondurant Wins

Bondurant went into the turn too fast and slid off the course into the sand, but quickly recovered and kept his lead. Settember re-entered the course in 3rd spot, behind Maywell, and finished in that position.

The small modified race saw Jay Chamberlain, in a Mk XV Lotus, repeat his Saturday win,

(Continued on Page 7)

SATURDAY P. S. SUMMARY

Saturday, Jan. 23

RACE A—NOVICE, 6 laps, 13.2mi., time 12:36, avg. 58mph. 1) Diel, Lotus Lemans; 2) Brizard, Lotus Elite; 3) Hugen, Porsche Spdstr. CLASS Fp, Brizard; Gp, Gruber, MGTD; Gm, Diel; Hp, Murphy, AH Sprite; Hm, Sparks, Spl.; Ip, Stephenson, Fiat Abarth.

RACE A-1—NOVICE, 6 laps, 13.2mi., time 10:56, avg. 68.42mph. 1) Estes, Talbot Lago; 2) Lewis, Tidwell Spl.; 3) Yamota, MB 300SL, CLASS Bp, Masse, Corvette; Bm, Estes; Cp, Yamota; Cm, Lewis; Dp, Leonard, AC Bristol; Ep, Slowi, Morgan +4; Em, Houghes, Frazer Nash LaMans.

RACE B—FORMULA JR. & WOMEN, 6 laps, 13.2mi., time 11:27, avg. 67.20 FORMULA JR. 1) Sharp, Spl.; 2) Simons, Mg Spl.; 3) McDowell, Elva. WOMEN 1) Sims, Corvette; 2. Shutes, Porsche RS; 3) Windhorst, AC Bristol.

RACE C—PROD. H,H & I, 6 laps, 13.2mi., time 12:29, avg. 58.55mph. 1) Fouch, Alfa; 2) English, Alfa; 3) Stephensen, Fiat Abarth Allen. CLASS G, Fouch; H, Smith, Turner; Stephensen.

RACE D—PROD. F, 6 laps, 13.2mi., time 11:32, avg. 63.65mph. 1) Beitel, Porsche Sp Spdst; 2) Barker, Porsche 1600; 3) Chamberlain, Lotus Elite.

....RACE D-1—PROD. D & E, 5 laps, 11mi., time 9:17, avg. 71.35mph. 1) Spencer, AC Bristol; 2) Rogers, Porsche Carr; 3) Hills, Porsche Carr. CLASS D, Spencer, E, Slowi, Morgan +4.

RACE E—MODIF. F,G & H, run on Sunday, 5 laps, 11mi., time 8:27, avg. 78.41mph. 1) Chamberlain, Lotus Mk. 15; 2) Michelmore, Porsche RS; 3) Monise, Lotus Mk. XI. CLASS F, Chamberlain; G, Monise; H, Jones, Lotus Crosley.

RACE G — PROD. B & C, 11 laps, 35.2mi., time 8:53, avg. 74.71mph. 1) Settember, Corvette; 2) Sturgis, Ferrari 250 GT; 3) Bondurant, Corvette. CLASS B, Settember; C, Troeffer, MB 300SL.

RACE H—MODIF. B,C,D. & E, 5 laps, 11mi., time 8:18, avg. 80mph. 1) Balchowsky, Old Yeller Mk. II; 2) Drake, Maserati 2.8; 3) Hauser, Larkin-Hauser Spl. CLASS B, Balchowsky, C, Connor, Lister Chev.; D, Drake; E, Hogue, Porsche RSK.

Defense de fumer.

PALM SPRINGS RACE CHARTS

17th Palm Springs Road Races, SCCA, Los Angeles Region. Course 2.2 miles, 9 turns.

SUNDAY, JANUARY 24

RACE 1: Formula Libre, Formula Jr. & Women, 10 laps, 22mi., time 18:4, avg. 73.33mph.

Pos.	Sec. Behind	Driver	Car	Class Pos
1		Estes,	Talbot GP	1-FL
2	30	Sharp,	Elva FJR.	1-FJ
3	31	Freutel,	Stanguellini	2-FJ
4	77	McDowell,	Elva 1959	3-FJ
5	116	Windhorst,	AC Bristol	1-DP
6	1L7	Shutes,	Porsche Spy	1-FM
7	1L11	Baker,	Porsche Sup	1-FP
8	1L29	Stadel,	Elva Courier	2-PP
9	1L48	Richardson,	Jag XK120	1-DP
10	2L2	Reitz,	Fiat Abarth	1-IP
11	2L3	Murphy,	MG TD	1-GP

DNF: Campbell, Mercedes; Simon, MG Spl; Galloway, Lotus Spl.

RACE 2—PROD. G, H, I & J, 10 laps 22mi., time 20:30, avg. 64.39mph.

1		English,	Alfa	1-G
2	13	Fouch,	Alfa Giul.	2-G
3	24	Thompson,	AH Sprite	1-H
4	25	West,	Fiat Ab Zag	1-I
5	29	Stephenson,	Fiat Ab Am	2-I
6	46	Novotny,	Turner Spts	2-H
7	59	Young,	AH Sprite	3-H
8	62	McCune,	Fiat Abarth	3-I
9	64	Block,	Ren Dauphine	4-H
10	73	Goodloe,	AH Sprite	5-H
11	89	Cunningham,	AH Sprite	6-H
12	90	Murphy,	AH Sprite	7-H
13	91	Knapik,	MG TF	3-G
14	97	McCosh,	AH Sprite	8-H
15	97.5	Watkins,	MG TD	4-G
16	98	Parker,	AH Sprite	9-H
17	140	Knight,	AH Sprite	10-H
18	1L31	Dobbs,	Fiat Ab Zag	4-I
19	3L9	Perry,	Fairthorpe	5-G

DNF: D. Parkinson, Abarth; Meeker, AH Sprite.

RACE 3—PROD. F, 10 laps, 22mi., time 19:8, avg.

1		Barker,	Porsche 1600
2	2	Beitel,	Porsche Sup Spdstr
3	4	Davis,	Porsche 1600
4	6	Montonen,	Porsche 1600
5	8	Kessinger,	Alfa Sup Spyd
6	9	Catron,	Porsche Spdstr.
7	18	Chamberlain,	Lotus Elite
8	26	Fitzgerald,	Alfa Spyder
9	27	Patrick,	Porsche Spdstr.
10	41	Milana,	Alfa Sup Spyd.
11	56	Evans,	Lotus Elite
12	57	Size,	MG A
13	59	Chalman,	Lotus Elite
14	67	Hugen,	Porsche Spdstr.
15	80	Gardner,	Alfa Sup Spyd.
16	93	Hosch,	Alfa Sup Spyd.
17	103	Brizard,	Lotus Elite
18	128	Troy,	Elva Courier
19	1L40	Coleman,	MGA
20	1L54	Atsatt,	Elva Courier
21	1L128	Walker,	Porsche 1600

DNF: Isom, Elva; Langley, MGA; Meadows, Alfa Veloce.

RACE 4—PROD D & E, 10 laps, 22 mi., time 18:28, avg. 72mph.

1		Spencer,	AC Bristol	1-D
2	12	Hills,	Porsche Carr	2-D
3	13	Leonard,	AC Bristol	3-D
4	15	Young,	AC Bristol	4-D
5	16	Rogers,	Porsche Carr	5-D
6	22	Hornney,	AC Bristol	6-D
7	59	Windhorst,	AH 100	7-D
8	84	Cole,	TR-3	1-E
9	92	Stephens,	AH 100S	2-E
10	93	Hayes,	Morgan	3-E
11	1L3	McManus,	Morgan Pl 4	4-E
12	1L4	Spratt,	TR-3	5-E
13	1L4.5	Cooper,	TR-3	6-E
14	1L5	Scherken,	Arnolt Brist	7-E
15	1L6	Bush,	AH	8-E
16	1L31	Duncan,	AH	9-E
17	1L51	Dochnal,	AH 100-6	10-E

DNF: Peterson, AH 100-6; Laschiver, Porsche Carr; Bird, Porsche Carr; Hatfield, AH 100; Kastner, TR-3; Slowi, Morgan Plus 4.

RACE 5—MODIF. F, G, H & I, 15 laps, 33mi., time 25:30, avg. 75.42mph.

1		Chamberlain,	Lotus M15	1-F
2	14	Michelmore,	Por Spy	2-F
3	22	Monise,	Lotus Mk 11	1-G
4	46	Snyder,	Lotus Lemans	2-G
5	46	Neumann,	Lotus Mk11	3-G
6	71	Robertsone,	Por Spy	3-F
7	75	Hughes,	Por Spy	4-F
8	81	Cowherd,	Lot Le Mans	4-G
9	1L21	Jones,	Lotus Lemans	5-G
10	1L25	Shutes,	Por Spy	5-F
11	1L57	Pickering,	Lotus Mk 11	6-G
12	1L70	Jones,	Lotus-Crosley	1-H
13	1L77	Gounis,	Fiat Crosley	2-H
14	1L85	Peterson,	Fageol Spl.	3-H
15	1L92	Molle,	Fairchild	4-H
16	2L88	Schillreff,	Saab Spl	5-H
17	2L98	Martindale,	Fiat Ab	6-H
18	3L90	Sparks,	Mil Spks Spl	7-H
19	3L139	Schoenen,	Panhard	8-H
20	5L108	Donaldson,	Mil Cros Spy	9-H
21	7L74	Hale,	Porsche Spy	6-F

DNF: Parkinson, Abarth; Pigott, Lotus Mk 11; Louclen, Lotus Mk 6; Jordan, Jaybird X; H. Burgraff, OSCA.

RACE 6—PROD. B & C, 10 laps, 22mi., time 17:45, avg. 74.71mph.

1		Bondurant,	Corvette	1-B
2	2	Mayell,	Corvette	2-B
3	3	Settember,	Corvette	3-B
4	17	Troeffer,	MB 300 SL	1-C
5	32	Sturgis,	Ferrari 250	4-B
6	62	McKim,	Corvette	5-B
7	68	Richardson,	Jag XK120	2-C
8	77	Yamota,	MB 300 SL	3-C
9	106	Calvert,	Corvette	6B

DNF: Campbell, Corvette.

RACE 7—MODIF. A - E, 20 laps, 44mi., time 32:34, avg. 80.99mph.

1		Drake,	Maserati	1-D
2	33	Krause,	Mercedes Corv	1-B
3	67	Connor,	Lister Chev	1-C
4	66	Lizzom,	Lister Chev	2-C
5	98	Hogue,	Porsche RSK	1-E
6	99	Nethercutt,	Ferrari 2-5	2-D
7	1L3	Sharp,	Maserati Monza	3-D
8	1L4	Roetner,	Ferrari Monza	4-D
9	1L45	Budurin,	Fer. TR 250	5-D
10	1L58	Breskovich,	Cad K 500X	2-B
11	1L100	Lewis,	Tidwell Spl	3-C
12	2L28	Masterson,	Btmbl Spl	3-B
13	2L104	Stewart,	DeMar-MK1	4-C
14	3L71	Timanus,	Lotus Spl	2-E
15	6L45	Playan,	Ocelot	5-C
16	18L102	Roach,	Veritas Comet	3-E

DNF: Tubman, Sebring SS 2000; Chalman, Lotus Mk IX; Hall, Maserati 5.7; Balchowsky, Old Yeller Mk II; Hauser, Larkin-Hauser.

Novak MG Wins Spa Concours

PALM SPRFINGS, Jan. 24 — Don Novak, showing his 1948 MG, was judged best-of-show at the concours d'elegance held at the Desert Inn in connection with the LA SCCA road races yesterday and today. Novak, with 274 points, also won the sports cars-to-$2500 class.

Only one point away was M. L. (Bud) Cohn, honored for having the best Mercedes. His 540 K was the winner for pre-war European cars.

Other class winners: Vintage cars, Jim McLean, 1922 Lexington; early American, John Dirnberger, 1926 Erskine; passenger cars, late production, Donald M. Steffens, 1949 Cadilliac; pre-war American, J. C. Loken, 1936 Lincoln; antique cars, James McLean, 1910 Buick, and competition cars, M. Campbell, 300 SL Mercedes.

Retiring president Cohn was presented with a gold plaque.

New president is Betty Shutes; vice president, Billie Carter, secretary; Paul Eitel; treasurer, Bob Fergusson; ex-officio, Cohn

SLIGHTLY MODIFIED

By W. R. C. Shedenhelm

GEE, JUST this very day we went out to run our first slalom of the year in the newly-prepared Sprite semi-GP car. By "prepared" we mean that we put some gas in it and checked the tire pressure.

Well, sir, we go to the course about an hour after the thing started to find that they had given up having any technical inspection of the cars. We have found that the degree of tech inspection at slaloms and traloms is pretty minor, but at least they generally check to see if you have a seat belt.

Here they didn't, much less the normal inspection of kicking the right front tire and asking your name.

Speed Demon

One thing we have never been able to explain, and we don't know if it applies to other internationally famous slalom drivers or not, but for some weird reason we always do best on our first time around the course. Now, by all human standards, one's time should improve with repetition and familiarity. Why, criminey, even white mice learn to run a maze faster with practice. Not this Rose. The first time is our unfamiliarity lap. We do quite well. Then we decided to press things a bit. Zip-pidy-jazzo, off we go with spinning wheel and rubber cones a-flying.

Frontal Position

We **have** figured out a possible solution, beyond the obvious ones of getting Gardner-Reynold's R-5 recaps for be ter traction. Maybe the important factor is running a completely new course. We don't plan that first lap to be fast, not knowing the way the turns go, but it invariably is. So here is our solution . . . we run the first lap. Good. Then we have a quick pre-frontal lobotomy. This way, when we start the second run, we don't remember that we've ever seen the course before.

One advantage of getting to a slalom course early, and being the first car to run, is that you officially have Best Time of the Day for awhile.

Carry A Club

What with mentioning the annual club meetings last time, which did us no end of bad, we'd like to report one cunning maneuver used by many of the smaller clubs to lure more famous and/or paying guests to their dinners. One of the club officials makes a call, say, to the wife of a top driver.

"Gee," she says, real insinuating-like, "we sure hope you and Dashibo will be at our dinner, as we have some real surprises in store."

Now, naturally, the guy's wife assumes this means a special trophy for being top point driver in the GT Hudson class, and maybe even a free meal. They hire a baby-sitter, drive all the way from Searchlight, Nevada, and find out that the big surprise is the $10 dinner ceck. The poor guy doesn't even get an honorable mention.

Race Problems

Oh, by the way, we have a firm contract with the U. S. Coast and Geodetic Survey for our 1st Annual Race to Catalina and Back. Life belt and face masks are required. Aqualungs are recommended, but not required.

Black ("asphalt slick") sharks will run modified. There will be a special trophy for fastest squid of the day. The course is well-packed sand, but some of the bigger cars may fish-tail a bit.

Oh, come now, WRC, why an underwater race? Just for kicks, just for the halibut.

BEST RACE of the day at LA SCCA races was the big production car event involving the Corvettes. This was it. Dicing are Bob Bondurant (No. 51) and Tony Settember. Bob won, followed by Vince Mayell and Settember. (MOTORACING photo by Henry N. Manney III).

ONE OF sharpest class wins at Palm Springs was posted by Hap Sharp in this Elva Formula Junior job. The action was captured by MOTORACING staff photographer Henry N. Manney III.

Calendar

FEBRUARY

5—Cal Club 1959 awards and counting of 1960 election ballots, Glenaire Country Club, Sherman Oaks, Calif.

6—Argentina Grand Prix (Form. 1) (world drivers' championship), Buenos Aires.

11-13—National SCCA annual meeting, Louisville, Ky.

13-14—Calif. SCC races, Willow Spring, Calif.

14—Buenos Aires Grand Prix (no points).

22-28—Havana, Cuba, Speed-Week.

MARCH

5-6—San Francisco Racing Drivers' Club, club races, Vaca Valley.

5-6—SCCA Red River region (Shreveport, La.), Mansfield races.

19-20—National SCCA races, West Texas region, Midland, Tex.

26-27—SCCA SF road race and Concours d'Elegance, Stockton, Calif.

26—12 Hours of Endurance sports and grand touring), Sebring, Fla.

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BARDAHL SPECIAL

Paul Russo, 14-year veteran of Indianapolis racing, has been named driver of the Bardahl Special for the 500-miler May 30.

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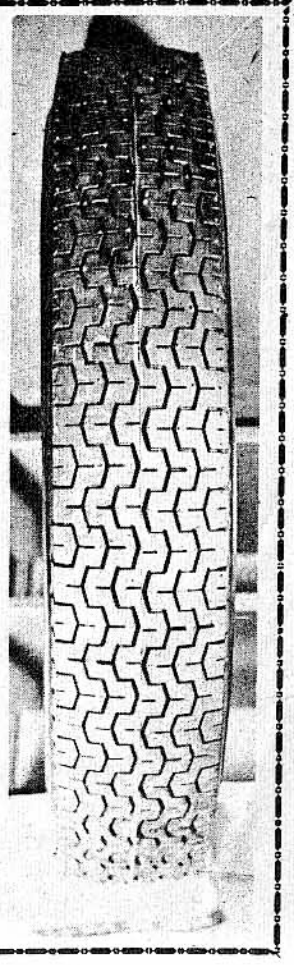

Rally Sparks

BY DUANE SPARKS

The law of compensation does assert itself once in a while. Last week's SCCSCC championship rally, the Rallymosters' MARK II, was a shining example of this ancient dictum.

Last year, the hard luck boys of the whole event were **George Blondin** and his driver, **Bill Rector**, of San Diego, who rather thoroughly mangled Bill's Healey by rolling it down an embankment while trying to miss a truck which was being aimed at them. As a result they were both missing from the rally scene for several months and the poor Healey was replaced by an Alfa.

Undaunted, the intrepid pair returned to the championship trail for the MARK II, and this time took home with them the coveted first place award, turning in an excellent .40 minutes error on the 9-leg event, a real accomplishment. In our book they really deserved this win and we were happy to see it turn out this way for them. This makes two consecutive wins for the bordertown contestants, since **Ron Jones** and **Russ Palmer** of San Diego SCC won the event last year.

Perfect Weather

Under perfect weather conditions, 111 entries left Bob's in San Fernando, beginning at 6:31 a.m. last Sunday for the 425-mile, 10-hour trek through some wonderfully scenic country over roads not previously used for rallies. After following Highway 6 almost to Palmdale the course bore east through Pearblossom, Hesperia (where there was a little exercise in the fine points of turns based on mileages from various reference points) to Lucerne Valley for a rest stop complete with free doughnuts and beverages served by our friends **Tom** and **Junia Duck** from their house car.

Then on toward Yucca Valley with more exercises for the navigator — this time involving a point of no return problem, and several speed changes based upon elapsed time. On through Joshua Tree Monument with its fabulous scenery and its arrangement of "PAVEMENT ENDS" signs just created to please a fiendish rallymaster to Mecca and finally to Salton City — the new resort area on the west shores of Salton Sea for the lunch break.

Drivers Work, Too

Returning toward civilization by way of Thermal, Coachella, Desert Hot Springs, Beaumont and Morena, the contestants found their weary way to the last checkpoint just outside Corona. Two thirds of the mileage was over 55 mph, so there was work for the drivers too, and the small size of the errors of all the leading cars proves there was a lot of competent rallying going on.

★ ★

We were favorably impressed too, with the number of contestants who signed up for our pet project the California State Rally Championships. On the MARK II 12 entries from NCSCC and 27 from SCCSCC competed for state points. These points will be awarded to the top 25 finishers on each championship event in the same manner as SCCSCC points are earned, 25 for first on down to 1 for 25th spot. If this competition continues at this pace, there will be some terrific trophies awarded at the end of the season, for there are so far 19 events which qualify (11 SCCSCC and 8 NCSCC).

Wanted: competition in ice racing by Saabs at Lake Naomi, Pocono Pines, Pa.

Saab Motors Inc., importers of the little Swedish front-wheel drive autos, is unhappy about having won every single Saturday and Sunday feature race this season.

Time was, the New York City based dealers say, when a race driver would show up with a Ferrari or a Jaguar to do battle, but now all these drivers have purchased Saabs for ice racing.

It has issued a particular challenge to Citroen, Panhard, Lloyd and DKW drivers. "Beating sports cars is mere child's play," sobs Saab . . .

Also issuing a call for competitors is Seifert Kindall, secretary, SCCA Red River region. The Louisiana organization will hold its Mansfield races Mar. 5-6. In the past more than 100 entrants have competed in all classes. The program will include two novice, a preliminary and feature races. There will be special classes for MG (G), MGA except Twin Cam, Triumph, Formula III and Formula Jr. If interested, write Red River Region, SCCA, P.O. Box 4061, Shreveport, La. . .

Fifth annual convention of the Volkswagen Club of America is scheduled May 6-8 at Nippesink Manor, Genoa City, Wisc. Business sessions will be held Sat., May 7, and two trophies will be awarded: the Woodbury Dunn Memorial Safety trophy will honor the regional club with the best safety program; the Wolfsburg trophy, donated by Volkswagen of America, and being offered for the first time, to the best all round regional club.

The Sunday automotive events will feature the renewal of the concours d'elegance, and a combination rally, hillclimb and gymkhana.

Those wishing further information should contact Fred W. Kuhn, pres., 1115 W. State St., Trenton, N. J. . .

The Corvette Club of Pasadena holds its installation dinner for new officers at 7 p.m. Tuesday, Feb. 9, in the Flame Room, 137 So. Lake, Pasadena.

To be installed are: president, Norman Gwinn; vice president, Frances Benya; secretary, Carol Lamb; treasurer, Frank Yosek; directors, Bob Hoffman, Carl Casjens and Chad Ohanian; press and public relations, Geri Fleming.

For reservations call PO 1-3494.

Sports Car Illustrated, largest selling sports and imported car magazine in this country, reports an increase of 76.1 per cent in advertising lineage for its February issue. The New York-based Ziff-Davis publication has shown a steady increase in the number of its advertising pages for seven consecutive months . . .

RALLY RESULTS and STANDINGS

CUMBERLAND MOTOR CLUB 24 HOUR (MAINE) JANUARY 23-24 90 CARS

POS.	DRIVER	NAVIGATOR	CAR	ERROR
1.	Floyd Stone	George Rainville	M G	105
2.	Merrill Welles	Marcel D'Aoust	Porsche	117
3.	Leonard Brown	Richard Ovellet	Renault	119
4.	Richard Denis	Bruce Irving	TR 3	134
5.	James Clair	Gary Carter	Citroen	136
6.	Douglas Grewer	Alex Thompson	Citroen	137
7.	Richard Wiklund	Joseph O'Sullivan	TR 3	200
8.	John Moore	Richard Dexter	TR 3	206
9.	Lou Batori	Milo Waldes	Citroen	208
10.	John Walder	David Walsh	Jaguar	217

SANTA MONICA FCCA DON'T DALLY RALLY JANUARY 24 LLOYD DUNHAM & ED VENABLE 51 CARS

POS.	DRIVER	NAVIGATOR	CAR	CLUB	ERROR
MEMBERS					
1.	Julie Dearth	Betty Hill	MG A	SMFCCA	.76
2.	Barbie Lovell	Dick Lovell	Porsche	SMFCCA	1.49
3.	Bill Alexander	Paul Adams		SMFCCA	9.11
GUESTS					
1.	Flo Schumann	Charlie Schumann	A H	SWSCC	3.93
2.	Reno Lawrence	J. D. Pope	A H	DSCC	4.20
3.	Dick Pieper	Ann Sparks	A H	HEASCC	4.88

RALLYMASTERS MARK II (UNOFFICIAL) JANUARY 31 SCCSCC CHAMP DUANE SPARKS 111 CARS

POS.	DRIVER	NAVIGATOR	CAR	CLUB	ERROR
1.	Bill Rector	George Blondin	Alfa	Astro	.40
2.	Dick Kermode	Larry Harris	TR 3	C.A.R.	.74
3.	Jack Sparks	Ted Sparks	MG A	PSCC	1.13
4.	Don Royer	Howard Frank	300SL	ARC	1.16
5.	Bill Eichelkraut	Bert Johnston	190SL	NRSCC	1.29
6.	Jerry O'Brien	Don Simpson	Porsche	NASCAR	1.32
7.	Gordon Madison	Don Black	Citroen	NRSCC	1.36
8.	Bill Johnson	Gene Kiggins	Porsche	Triangles	1.82
9.	Wanda Taylor	Chas. Kenyon	Porsche	Palomar	1.88
10.	Fred Behringer	Jim Coyle	A H	Triangles	2.49
11.	Doug Linder	Jack Carlson	Porsche	NRSCC	2.60
12.	Bob Cook	Dave Davis	Jaguar	Triangles	2.65
13.	Cal Hudspeth	Bob Cole	MG A	LBDSCC	2.69
14.	Jerry Aarons	Dick Anderson	Porsche	SWSCC	2.70
15.	John Ryan	Lloyd Johnson	Porsche	Triangles	3.02
16.	Lou Weisbrich	Doug Sawin	Porsche	SWSCC	3.11
17.	Charlotte Nesbitt	Ruth Piercy	Corvette	C.A.R.	3.12
18.	Scott Branson	Bernice Branson	A H	C.A.R.	3.23
19.	Wayne Brown	Al Rosenheck	Corvette	PSCC	3.25
20.	Don Blunt	Bob Piety	Hawk	LBDSCC	3.34
21.	Julie Dearth	Betty Hill	MG A	C.A.R.	3.40
22.	Dick Pieper	Ann Sparks	A H	HEASCC	3.42
23.	Bob Stoer	Gladys Stoer	VW GHIA	LSCC	3.44
24.	Mike Goodwin	Bob Faust	Chev.	C.A.R.	4.11
25.	Harold Schell	Barbara Schell	TR 3	Twin Valley	4.30

NORTHERN CALIFORNIA SPORTS CAR COUNCIL FINAL CHAMPIONSHIP RALLY STANDINGS 1959

NAME	CLUB	POINTS
DRIVERS		
1. Robert Cook	Triangles	38
2. Dan Patterson	Twin Valley	33
3. Ted Sparks	Salinas	31
4. Adrienne Ryan	Triangles	29
5. Homer Richardson	Twin Valley	21
NAVIGATORS		
1. Anna Cook	Triangles	38
2. Lloyd Johnson	Triangles	34
3. Isabel Blandford	Twin Valley	33
4. John Ryan	Triangles	29
5. Don Powell	Continentals	23

CALIFORNIA STATE RALLY CHAMPIONSHIP STANDINGS (POINTS EARNED ON MARK II)

POS.	NAME	CLUB	POINTS
DRIVERS			
1.	Bill Rector	Astro	25
2.	Dick Kermode	CFCCA	24
3.	Jack Sparks	PSCC	23
4.	Don Royer	ARC	22
5.	Bill Johnson	Triangles	18
6.	Fred Behringer	Triangles	16
7.	Doug Linder	NRSCC	15
8.	Robert Cook	Triangles	14
9.	Cal Hudspeth	LBDSCC	13
10.	John Ryan	Triangles	11
11.	Lou Weisbrich	SWSCC	10
12.	Scott Branson	C.A.R.	8
13.	Wayne Brown	PSCC	7
14.	Julie Dearth	C.A.R.	5
15.	Mike Goodwin	C.A.R.	2
16.	Harold Schell	Twin Valley	1
NAVIGATORS			
1.	Larry Harris	C.A.R.	24
2.	Ted Sparks	C.A.R.	23
3.	Howard Frank	SMFCCA	22
4.	Gene Kiggins	Triangles	18
5.	Jim Coyle	Triangles	16
6.	Jack Carlson	NRSCC	15
7.	Dave Davis	Triangles	14
8.	Bob Cole	LBDSCC	13
9.	Lloyd Johnson	Triangles	11
10.	Doug Sawin	SWSCC	10
11.	Bernice Branson	C.A.R.	8
12.	Al Rosenheck	NRSCC	7
13.	Betty Hill	C.A.R.	5
14.	Barbara Schell	Twin Valley	1

RALLIES

FEBRUARY

7 - - - - DOUGLAS SCC RALLY DE ORBIT 4 1/2 hr. nav. 8:00A.M. Roberts, Pico & Sepulveda. J. D. Pope R.M. GR 7-1558

12-14 - - BRITISH EMPIRE MOTOR CLUB CANADIAN WINTER RALLY VIII 1300 miles through Ontario. Start in Toronto. Jim Plumley 44 Connaught Ave. Willowdale Ontario

21- - - - SAN DIEGO SCC DON DIEGO X SCCSCC Championship rally for February. 9 hours navigational. Start Bowlero U. S. 80 east of 395. 6 A.M. $5.00. Rickie Kite 3092 Evergreen St. San Diego 10

28- - - - SANTA MONICA FCCA CLUB RALLY. Call Jim Kingham ST 2-9736.

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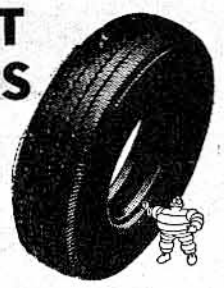

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New top, Uphols, & paint. Xlnt. Mech. Cond. Tonneau & Curtains. $1200. Will trade. DI 0-8679, 7813 No. Mason, Conoga Pk. Calif.

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DRAKE VICTOR

(Continued from Page 4)

with the following three cars in identical positions. D. D. Michelmore, **MotoRacing's** "Most Popular Driver for 1958", in a Porsche RS, was 2nd both days, followed by Frank Monise and Art Snyder, both in Lotus Mk. XIs.

Spencer Victor

The D and E class production race was another victory for the flying Lew Spencer, in Rene Pellandini's AC Bristol. Spencer, who will run a factory-entered Austin Healey at Sebring, co-driving with Jack Breskovich, took the lead from the start and kept increasing his lead as though his competition were driving Berkeleys. Oddly enough, the seven Class D finishers took the first seven positions, with the 10 class E cars taking the next 10 spots.

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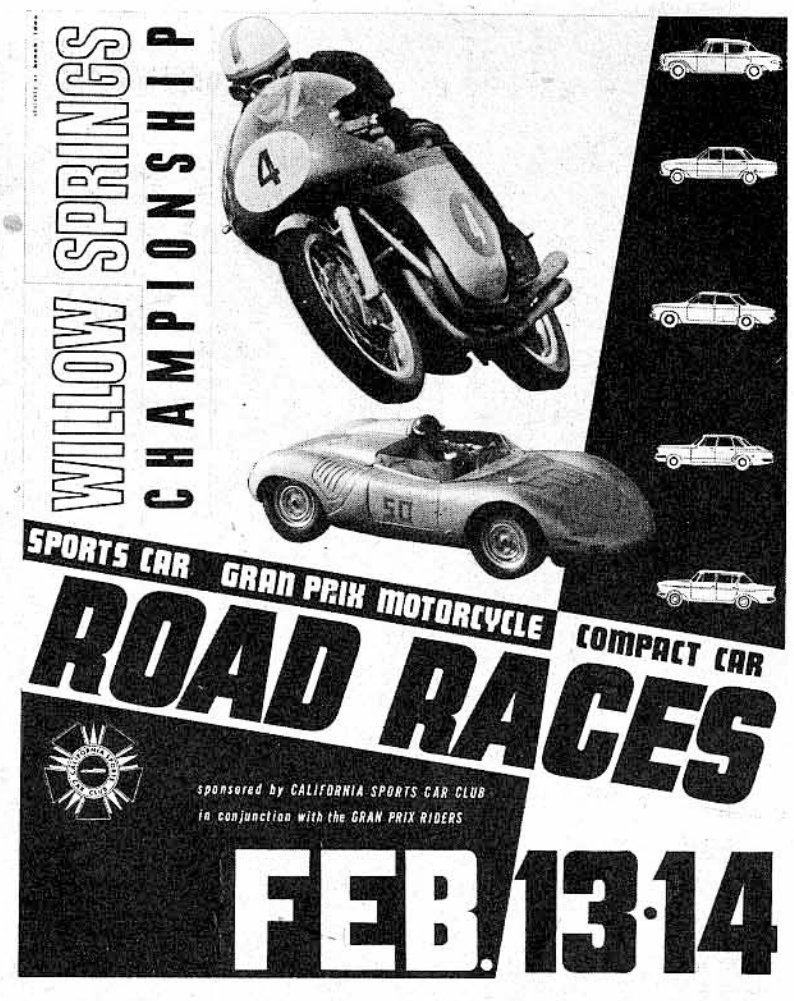

EUROPEAN FLAVOR — Cal Club poster is sample of fine art graphic work of IDEA (Industrial Design Engineering Associates), made up of three young ex-General Motors designers active in local sports car racing scene. They are Peter Brock, Lotus, and Gene Garfinkle and Norm Neumann, Alfas.

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NEWS
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ON WAY to victory in famous 29th annual Monte Carlo Rally are: Walter Schock and Rolf Moll, in a Mercedes, here roaring up an incline near finish at Monte Carlo, Monaco. They came out of their final mountain lap with an amazingly low number of 30 (sec.) penalty points. The German Mercedes also took second, third and fifth.